Hull & Goole Port Health Authority

ANNUAL REPORT

OF THE

Medical Officer of Health

FOR

1948

NICOLAS GEBBIE M.D., D.P.M., D.P.H.,
Medical Officer of Health.

Hull & Goole Port Health Authority

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HULL AND GOOLE PORT HEALTH AUTHORITY

Constituted by an Order of the Local Government Board, dated 11th June, 1887

Members Elected by the Corporation of Kingston upon Hull

ALDERMAN A. STARK (*Chairman*)
ALDERMAN R. E. SMITH
COUNCILLOR H. HARRISON

Members Elected by the Goole Borough Council

ALDERMAN E. JOHNSON (*Deputy-Chairman*)
ALDERMAN E. CREEK

Officers of the Authority—

E. H. BULLOCK, *Solicitor, Clerk*
C. H. POLLARD, *Treasurer*
NICOLAS GEBBIE, M.D., D.P.M., D.P.H., *Medical Officer of Health*
R. H. MOYES, M.B.E., M.D., D.P.H., *Deputy Medical Officer of Health*
G. R. WALKER, M.B., Ch.B., D.T.M., D.P.H., *Assistant Medical Officer of Health*
W. J. HUTCHINSON, M.B., Ch.B., B.A.O., D.P.H., *Assistant Medical Officer of Health* (to 22nd Feb., 1948)
A. W. MEARNS, B.Sc., M.B., Ch.B., D.P.H., *Assistant Medical Officer of Health* (from 1st March, 1948)
C. W. ORR, L.R.C.P. & S. (Edin.), L.R.F.P. & S. (Glas.), D.P.H., *Assistant Medical Officer of Health* (to 19th June)
J. V. L. FARQUHAR, M.R.C.S., Eng., L.R.C.P., Lond., *Assistant Medical Officer of Health* (from 19th July, 1948)
S. K. APPLETON, M.D., D.T.M., D.P.H., *Deputy Medical Officer of Health at Goole* (from 5th Jan., 1948)
D. J. T. BAGNALL, A.C.G.F.C., F.R.I.C., *Port Analyst*
S. RHODES, *Chief Food Inspector*
A. J. W. HARDING, *Senior Port Health Inspector*
M. THOMAS, *Deputy Senior Port Health Inspector*
J. R. Z. BOWNASS, *Port Health Inspector*
G. WALLACE, *Port Health Inspector*
T. A. FOX, *Port Health Inspector*
L. R. GOURD, *Senior Assistant Food Inspector*
B. E. C. COLE, *Assistant Food Inspector*
A. DAY, *Assistant Food Inspector*
G. W. MAXTED, *Assistant Food Inspector*
G. E. FOX, *Rodent Searcher*
H. S. ROGERSON, *Rodent Searcher*
W. H. COOK, *Rodent Searcher.*

Clerical Staff :—

S. JOHNSON
S. BROADBENT
R. TAYLOR (On temporary leave of absence)
C. T. PRINCE (to 14th June, 1948)
J. W. RISEAM (from 14th June, 1948)

Offices of the Authority—

9 PIER STREET, HULL, YORKS.

9 PIER STREET,
HULL.

To the Chairman and Members of the
Hull and Goole Port Health Authority.

GENTLEMEN,

I have the honour to submit the Report of the Port Medical Officer of Health of the Hull and Goole Port Health Authority for the Year ended 31st December, 1948.

In this report the information concerning the important work undertaken by the Authority and submitted at your monthly meetings has been summarised and tabulated and I have incorporated in the text observations and recommendations made by your officers upon certain aspects of port health work which are worthy of comment; e.g., the hygiene of crews' spaces and the disposal of ships' refuse.

It is pleasing to record that the increase in the number of ships entering the Ports of Hull and Goole and in the volume of trade noted in my report for 1947 has continued during the year under review.

The National Health Service Act, 1946, which came into operation on the 5th July, 1948, has caused no interference with the smooth working of the Authority. On that date the hospitals passed to the control of the Ministry of Health through the Leeds Regional Hospital Board and the local Hospital Management Committees. The necessity for ready access to hospital treatment of patients sent by your Port Medical Officers is well recognised by the new hospital authorities and no difficulty has been encountered in securing immediate admission of medical, surgical or infectious cases to the appropriate hospitals.

The work of your medical officers, inspectors, rodent searchers and clerical staff has been of a high standard and I would express to them my warm thanks for their efficient service.

I am grateful too for the co-operation and assistance readily given by the Clerk, the Treasurer and the Analyst to the Authority, and I would add a special word of appreciation for the services of Mr. S. Foster of the Town Clerk's Department. The efficiency and accuracy with which the business of the Authority is conducted and recorded are tributes to his skill and judgement.

My thanks are also tendered to H.M. Collector of Customs and his Officers, especially the Waterguard ; to H.M. Inspector (Home Office—Aliens Branch) and his staff ; to the Pilots and Dock Masters, and to the Owners, Agents and Masters of vessels for their co-operation. Grateful acknowledgement is also made to the Docks and Inland Waterways Executive at Hull and at Goole for kindly supplying information regarding Imports and Exports.

The year 1948 marks the Jubilee of the Association of Sea and Air Port Health Authorities of the British Isles which met for the first time at Birmingham on September 28th, 1898. Alderman Evan Fraser of Hull was the first President of the Association and Dr. John Wright Mason, Port Medical Officer of the Hull and Goole Port Sanitary Authority was the Association's first Hon. Secretary.

I had the honour of delivering the Association's Jubilee Address at the Annual Meeting of the Association held at Swansea in May, 1948, and I have included as an appendix to this Report my address on that occasion entitled " The Romance of the Port Health Service and of its Association."

I am,

Your obedient Servant,

NICOLAS GEBBIE, M.D.,

Medical Officer of Health.

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REPORT.

Jurisdiction of Port.

There has been no alteration in the definition of the limits of jurisdiction of the Port Health Authority.

Amount of Shipping entering the Port during the year.

During 1948, 9,368 vessels entered the Ports of Hull and Goole with a total net tonnage of 5,276,887, as against 8,427 vessels with a total net tonnage of 5,161,461 in 1947.

In the year under review, 525 ships were boarded by the Medical Officers of the Authority ; this shows an increase of 123 when compared with the figure for 1947.

The Port Health Inspectors visited 5,962 vessels, on 869 of which sanitary defects were discovered ; 718 of these were rectified. In 1947, the figures were respectively 4,415, 798 and 376. Details of this work will be found in Appendix 1, pages 49-54.

HULL

TABLE A

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vess'ls on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of vess'ls rep'td as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Insp'ctor				
Foreign—								
Steamers ..	3,945	3,508,185	431	1,663	347	202	25	28
†Motor* ..			80	891	136	30	3	3
Sailing ..			—	—	—	—	—	—
Fishing ..	1,736	300,360	1	738	66	40	39	2
Total Foreign	5,681	3,808,545	512	3,262	549	272	67	33
Coastwise—								
Steamers ..	1,818	868,324	—	558	135	56	18	1
Motor* ..			—	589	55	16	6	1
Sailing ..			—	—	—	—	—	—
Fishing ..	—	—	‡1	‡354	1	1	—	—
Total Coastwise	1,818	868,324	1	1,501	191	73	24	2
Total Foreign and Coastwise	7,499	4,676,869	513	4,763	740	345	91	35

† Includes 1,063 Danish Fishing Vessels.
‡ Danish Fishing Vessels.

GOOLE

	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vess'ls on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors	Number of vess'ls rep'td as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health	By the Sanitary Insp'ctor				
Foreign—								
Steamers ..	756	227,917	12	275	26	7	1	—
Motor* ..			—	264	43	—	—	—
Sailing ..			—	—	—	—	—	—
Fishing ..	—	—	—	—	—	—	—	—
Total Foreign	756	227,917	12	539	69	7	1	—
Coastwise—								
Steamers ..	1,113	372,101	—	360	32	14	4	—
Motor* ..			—	300	28	7	4	—
Sailing ..			—	—	—	—	—	—
Fishing ..	—	—	—	—	—	—	—	—
Total Coastwise	1,113	372,101	—	660	60	21	8	—
Total Foreign and Coastwise	1,869	600,018	12	1,199	129	28	9	—
Total Foreign & Coastwise, Hull and Goole ..	9,368	5,276,887	525	5,962	869	373	100	35

* Includes mechanically propelled vessels other than steamers.

NOTE.—Fifty-nine informal notices were served on Masters and Officers in charge of vessels at the Ports of Hull and Goole respecting defects and nuisances on board.

CHARACTER OF TRADE OF PORT

Passenger Traffic

During 1948, 20,935 British and Alien passengers entered or departed from the Ports of Hull and Goole. A considerable number of Aliens came to make their homes in this country or to take up employment under permits issued by the Ministry of Labour.

TABLE B

HULL **Passenger Traffic during 1948**

No. of Passengers.		1st Class	2nd Class	3rd Class	Trans-migrants.	Total.
Inwards	Aliens ..	5,116			—	11,150
	British..	6,034			—	
Outwards	Aliens ..	3,999			—	8,690
	British..	4,691			—	

Total Passengers, Inwards and Outwards 19,840

GOOLE

No. of Passengers.		1st Class	2nd Class	3rd Class	Trans-migrants	Total.
Inwards	Aliens ..	193			—	428
	British..	235			—	
Outwards	Aliens ..	184			—	667
	British..	483			—	

Total Passengers, Inwards and Outwards 1,095

Figures for Table B were supplied by H.M. District Inspector (Home Office—Aliens Branch).

Cargo Traffic, including Foreign Countries from which vessels arrive

HULL

The administration of the Port of Hull was transferred to the Docks and Inland Waterways Executive on the 1st January, 1949.

The imports and exports passing through the port in 1948 exceeded those of 1947 by more than 2,000,000 tons.

The exports, particularly coal, were substantially greater than in 1947.

Imports showed an increase on the previous year, particularly with reference to grain and mineral oil.

IMPORTS :—

Commodity	1948 Tons	1947 Tons
Grain	773,486	510,026
Oilseeds and Nuts	298,633	255,277
Iron and Steel (incl. Scrap) ..	329,528	143,379
Timber (incl. Pitwood and Plywood)	503,977	650,560
Mineral Oil	1,518,921	1,233,714
Fruit and Vegetables	156,100	144,822
Fertilizers	118,125	101,942
Provisions	80,111	113,921
Wool	58,309	43,938
Ores, Pyrites and Sulphur ..	107,055	120,563
Paper and Pulp	63,935	81,075
Sugar	49,304	69,565
General Merchandise	592,882	519,871
Totals	4,650,366	3,988,653
Fish Landings	248,552	242,296

EXPORTS :—

Commodity	1948 Tons	1947 Tons
Grain	78,413	54,284
Oilcake and Meal	46,949	44,924
Iron and Steel	83,184	91,925
Fertilizers	17,485	24,297
Sugar	—	1,069
General Merchandise	345,402	292,447
Totals	571,433	508,946
Coal Shipments..	2,330,359	1,038,893
TOTAL IMPORTS AND EXPORTS ..	7,800,710	5,778,788

There are regular freight, and in certain cases, passenger services between this port and Dunkirk, Antwerp, Rotterdam, Amsterdam, Copenhagen, Oslo, Malmo, Karlstadt, Stockholm, Uddevalla, Gdynia, Iceland, Finland and the Mediterranean ports.

Vessels also arrive at the port from Australia, New Zealand, South America, the U.S.A. and Canada, India and Pakistan, South, East, West and North Africa.

Coastwise traffic is principally concerned with Aberdeen, Leith, Tyne and Tees Ports, Sunderland, Grimsby, King's Lynn and London.

River and canal traffic is between Hull and Leeds, Bradford, Halifax, Castleford, Sheffield, Thorne, Doncaster, Selby, Brighouse, Barnsley, Wakefield, Goole, Selby, York, Newark, Nottingham and Gainsborough.

GOOLE

The trade of Goole is chiefly continental and coastwise in character.

IMPORTS :—

Commodity	1948 Tons	1947 Tons
Burnt Ore	2,113	—
Carrots	353	326
Copper Ingots	492	—
Cocoa Beans	116	—
Fertilizers	13,865	10,627
Felspar	99	—
Flour	1,316	1,854
Iron and Steel	38,928	—
Oil	400	—
Onions	1,430	—
Potatoes	6,014	5,829
Plywood	902	801
Paper	102	255
Pulp Boards	612	—
Sugar	10,087	28,403
Sugar Beet	560	—
Strawboards and Farina	11,151	—
Sand	64,574	47,276
Stone	2,207	—
Wool	17,163	14,842
Wheat	24,318	—

Commodity	1948 Tons	1947 Tons
Wire and Rails	1,019	—
Yarn	1,043	—
General Merchandise	76,816	80,004
Army Vehicles	—	523
Bricks	—	471
Cement	—	1,100
Farina	—	443
Fluorspar and Felspar	—	99
Grain	—	24,373
Iron and Steel	—	26,658
Lead Slag and Lead Scrap	—	183
Oilcake	—	907
Ores	—	975
Stone Flags	—	2,325
Strawboards & Woodpulp boards	—	12,149
Sulphur	—	234
Textiles	—	52
Tiles	—	633
Timber	—	277
Totals	275,680	261,619

Exports :—

Commodity	1948 Tons	1947 Tons
Coal	935,116	770,293
Creosote	11,436	8,233
China Clay	349	—
Flue Dust	540	—
Iron and Steel	2,103	4,413
Lead Slag & Lead Scrap	1,409	3,194
Motor Cars	3	—
Machinery	236	—
Pitch	57,542	53,742
Potatoes	6,237	422
Petrol	708	—
Rags	2,164	1,171
Sugar	522	—
Tar	9,172	10,030
Wool	1,541	1,645
General Merchandise	74,733	73,237
Fluorspar and Felspar	—	252
Sand	—	29
Totals	1,103,811	926,661

MEDICAL INSPECTION OF ALIENS.

Annual return by the Medical Inspector of Aliens for the year ended 31st December, 1948.

	Total	Number inspected by the Medical Inspector	Number subjected to detailed examination by the Medical Inspector	Certificates Issued					Trans-migrants
				Lunatic Idiot or M.D.	Un-desirable for Medical Reasons	Physically Incapacitated	Suffering from acute Infectious Disease	Landing necessary for adequate Medical Examination	
				(*a*)	(*b*)	(*c*)	(*d*)	(*e*)	
(*a*) Total number of Aliens landing at the Port	5,309	3,835	624	—	—	—	—	—	—
(*b*) Aliens refused permission to land by Immigration Officer	42	—	—	—	—	—	—	—	—
(*c*) Transmigrants	—	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port	5,351	3,835	624	—	—	—	—	—	—

Total number of vessels carrying Alien Passengers	536
Number of vessels dealt with by the Medical Inspector	242

SOURCE OF WATER SUPPLY.

For the Port

	Source of Water
St. Andrew's Dock	Docks and Inland Waterways Executive Supply
Albert and Sir Wm. Wright Docks	do.
Humber Dock	Hull Corporation supply
Victoria Dock	do.
Alexandra Dock	do.
King George Dock	do.
Saltend Jetty, No. 1	do.
,, ,, No. 2	do.
Goole Docks	Goole Borough Council supply

The water, which is very pure, is derived from deep wells ; its hardness is just over twenty parts per 100,000, about six being permanent.

For Shipping

The water supplied to ships is identical with that of the City and is delivered either by means of water boats or by hydrants situated on the dock-side.

Number of Water Boats and their Sanitary Condition

Docks	Number of Boats	Capacities in Tons
St. Andrew's	3	121, 140, 92
Albert and Sir Wm. Wright ..	2	167, 50
Humber	1	65
Victoria	1	36
Alexandra	5	60, 50, 50, 50, 42
Goole	2	60, 20

These boats are inspected at frequent intervals by the Authority's Inspectors, who report immediately any conditions which require attention. The vessels are cleaned out periodically and the tanks cement-washed, with the exception of three boats in the St. Andrew's Dock. The tanks on these vessels are lined with a bitumastic material and are scrubbed down at regular intervals. In addition to these measures samples are taken, from time to time, for chemical analysis and bacteriological examination.

Water Examinations

Fifty-one water samples obtained from vessels and water-boats were examined.

(*a*) CHEMICAL :—

Waters	Total	Satisfactory	Suspicious	Unsatisfactory
From ships and water-boats in docks at Hull	51	41	3	7

The Port Analyst reports :—

> " During the year 51 samples of drinking water from ships in the Hull docks were examined chemically, of which 41 were satisfactory, 7 unsatisfactory and 3 suspicious in quality."

(*b*) BACTERIOLOGICAL :—

Forty-six samples were examined bacteriologically by the Director of the Public Health Laboratory Service and five by the medical staff of the Authority. The results of the examinations were as follows :—

Total	Highly Satisfactory	Satisfactory	Suspicious	Unsatisfactory
51	24	7	3	17

Where the water samples were considered to be unsatisfactory, as the result of the chemical or bacteriological findings, instructions were issued for the water tanks to be cleansed and cement-washed and re-filled with fresh water at this port.

In certain instances, owing to the short stay of the vessels in port, it was impossible to carry out these instructions but the masters of the vessels concerned were advised to boil the water before use and to cleanse and re-fill the tanks at the next port of call. In all cases where the vessels were proceeding to British ports the respective Port Medical Officers of Health were notified of the circumstances.

PORT HEALTH REGULATIONS, 1933 & 1945.

During the year 18 cases of infectious diseases were found on vessels arriving at the port ; all of these were members of crews.

The cases were as follows :—Influenza 4, malaria 3, tuberculosis 2, pneumonia 4, dysentry 1, enteric fever 1, mumps 1, acute anterior poliomyelitis 1 and cerebro-spinal meningitis 1.

Of the 39 cases of infectious disease occurring on vessels during the voyage but disposed of prior to arrival, 34 were cases of malaria.

No case or suspected case of human plague, cholera, yellow fever or smallpox occurred within the area of the Authority during 1948.

Details of cases of infectious sickness landed from vessels are shown in Table C, page 21, and in Table D, page 21, particulars of cases of infectious sickness occurring on vessels during the voyage but disposed of prior to arrival.

Appendix 2 (pages 42-44) gives a monthly return of the ships boarded by Medical Officers and their ports of origin.

Details of cases of infectious sickness occurring on vessels during the voyage to Hull or Goole will be found in Appendix 4 (pages 46-48).

S.S. " THAMESFIELD "

The above-named oil tanker arrived in the Humber at Salt End on the night of the 17th November, 1948, having previously landed a member of the crew at Suez, suffering from confluent smallpox.

From information received from the Master, it appeared that the vessel arrived at Abadan on the 18th October and left for the United Kingdom on the 21st October.

The affected man had been ashore on several occasions in Abadan, in which place there were a number of cases of smallpox.

He reported sick on the 29th October but had felt unwell on the evening before. He was promptly isolated from the rest of the crew by the Master.

The rash appeared on the 30th October, the third day of illness.

The patient was removed to hospital at Suez, where he subsequently died. The necessary disinfection of the man's quarters, bedding, etc., was carried out at that port. The entire crew were vaccinated.

On arrival at Salt End, Hull, the vessel was boarded by an Assistant Port Medical Officer accompanied by the Senior and Deputy Senior Port Health Inspectors.

No further cases of illness were reported by the Master.

The crew were inspected and all were found to be well.

As the necessary measures had been taken at Suez and the patient had been removed fourteen days before arrival at Hull, the vessel was cleared.

BOARDING OF VESSELS ON ARRIVAL

On the 1st September, 1948, the Authority, with the co-operation of the Humber Conservancy Board and with the approval of the Superintendent of H.M. Customs Waterguard and the Ministry of Transport (Marine Safety Division), arranged for all vessels arriving in the district from Infected Areas, or where affirmative answers were given to the questions on page 1 of the Declaration of Health, to fly the flag signal " L.I.M." (" I require Port Medical Officer ") as set out in the 1931 edition of the International Code of Signals. This signal is additional to the requirements of the Port Sanitary Regulations, 1933.

The above arrangement was considered advisable as it was felt that it would be an advantage if vessels arriving from Infected Areas were to display a distinctive signal in order to distinguish them from vessels arriving from non-infected Areas. The Declaration of Health, page 4, was amended accordingly.

NOTIFICATION TO THE AUTHORITY OF INWARD VESSELS REQUIRING SPECIAL ATTENTION (WIRELESS MESSAGES, LAND SIGNAL STATIONS, INFORMATION FROM PILOTS, CUSTOMS OFFICERS, ETC.)

From the 1st December, 1948, the provisions of Article 6 of the Port Sanitary Regulations, 1933, were applied to the district under the jurisdiction of the Authority. Radio telegrams are received via the Humber Radio Station at Spurn Point.

HOSPITAL ACCOMMODATION AVAILABLE FOR PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX AND OTHER INFECTIOUS DISEASES

Cases of plague, cholera, yellow fever, smallpox, or any other cases of infectious disease, can be treated at the Castle Hill Hospital and Sanatorium, Cottingham, E. Yorks., and at the Isolation Hospital, Goole.

These hospitals were taken over by the respective Management Committees, with the approval of the Regional Hospital Board, on the 1st July, 1948.

AMBULANCE TRANSPORT

Ambulances for the removal of patients to hospital are provided at all times by the Kingston-upon-Hull Ambulance Service. Vans are available for disinfection at the Corporation Disinfecting Station.

ARRANGEMENTS FOR THE BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RATS FOR PLAGUE

From the 1st February, 1948, the bacteriological examination of rats for plague, hitherto carried out by the Authority's medical staff, was undertaken by the Public Health Laboratory Service, directed by the Medical Research Council for the Ministry of Health.

ARRANGEMENTS FOR OTHER BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATIONS

The bacteriological examination of samples of foodstuffs and drinking water from ships' tanks is now performed by the Public Health Laboratory Service. Prior to the 1st February, 1948, this work was done by the Port Bacteriologist.

INFORMATION AS TO THE LOCATION, DAYS AND HOURS OF THE AVAILABLE FACILITIES FOR THE DIAGNOSIS AND TREATMENT OF VENEREAL DISEASE AMONG MERCHANT SEAMEN UNDER INTERNATIONAL ARRANGEMENTS, INCLUDING IN-PATIENT TREATMENT ; ALSO AS TO THE STEPS TAKEN TO MAKE THESE FACILITIES KNOWN TO SEAMEN

The administration of the Venereal Diseases' Clinic came under the control of the Regional Hospital Board on the 1st July, 1948. The hours of attendance have been revised and are as follows :—

Monday	11-0 a.m. to 12-30 p.m.
	5-0 p.m. to 6-30 p.m.
Tuesday	11-0 a.m. to 12-30 p.m.
	5-0 p.m. to 6-0 p.m.
Wednesday	11-0 a.m. to 11-30 a.m.
	5-0 p.m. to 7-0 p.m.
Thursday	11-0 a.m. to 12-30 p.m.
Friday	11-0 a.m. to 12-30 p.m.
	5-0 p.m. to 6-0 p.m.
Saturday	11-0 a.m. to 12-30 p.m.

A revised " Notice to Seamen " card has been printed in fourteen languages, giving the address of the clinic and the amended daily times of attendance.

During the year, 616 seamen were treated for Venereal Disease at the Mill Street Clinic, Hull.

TABLE C

Cases of Infectious Sickness landed from Vessels

Disease	No. of Cases during the Year		No. of vessels concerned	Average No. of Cases for previous 5 years
	Passengers	Crew		
Malaria	—	3	3	7·8
Pneumonia	—	4	4	2·2
Influenza	—	4	4	·8
Pulmonary Tuberculosis	—	2	2	1·4
Dysentery	—	1	1	1·0
Enteric Fever ..	—	1	1	·6
Mumps	—	1	1	·4
Acute Anterior Poliomyelitis ..	—	1	1	·4
Cerebro-spinal Meningitis ..	—	1	1	·4
Scarlet Fever ..	—	—	—	·4
Rubella	—	—	—	1·0
Chickenpox	—	—	—	1·0
Measles	—	—	—	·6
Diphtheria	—	—	—	1·0

TABLE D

Cases of Infectious Sickness occurring on vessels during the voyage but disposed of prior to arrival

Disease	No. of Cases during the Year		No. of vessels concerned	Average No. of Cases for Previous 5 Years
	Passengers	Crew		
Malaria	—	34	12	24·0
Pulmonary Tuberculosis	—	2	2	·8
Smallpox	—	1	1	·4
Enteric Fever ..	—	1	1	1·0
Dysentery	—	1	1	·4
Chickenpox	—	—	—	1·0
Mumps	—	—	—	·2
Diphtheria	—	—	—	1·2

MEASURES AGAINST RODENTS

STEPS TAKEN FOR DETECTION OF RODENT PLAGUE

(*a*) On Ships in the Port

The Authority's Rodent Searchers continue to trap vessels from Infected Areas and on all other ships where there is evidence of a rat population.

All rats trapped or found dead on board are brought to the office, where a proportion of those trapped and all found dead are submitted to the Director of the Public Health Laboratory Service for examination for the presence of disease.

(*b*) On quays, wharves, warehouses, &c., in the vicinity of the Port.

Although the jurisdiction of the Authority does not extend to the neighbouring quays, wharves, warehouses, etc., the rat catchers of the Docks and Inland Waterways Executive (North Eastern Region), from time to time submit rats which have been caught in their warehouses for bacteriological examination. These are submitted to the Director of the Public Health Laboratory Service for examination.

Table F (page 24) gives details of the rats caught month by month.

MEASURES TAKEN TO PREVENT THE PASSAGE OF RATS BETWEEN SHIPS AND THE SHORE

All ships from " Infected Areas " are required to place efficient rat guards on all mooring ropes to prevent the passage of rats between ships and the shore. The Port Health Inspectors pay daily visits to ships to see that this order is carried out.

METHODS OF DERATISATION

Ships.—Three methods of rat destruction were used at this port during the year : (1) Fumigation by Hydrogen Cyanide, (2) Fumigation by Sulphur Dioxide and (3) Trapping. Poisoning was not used as a means of deratisation.

Particulars of the work undertaken during the year are shown in Tables G and H (pages 25-26).

Premises in the Vicinity of Docks and Quays.—Trapping and poisoning are the only methods used by the rat catchers employed by the Docks and Inland Waterways Executive (North Eastern Region). Details of this work are given in Table F (page 24).

MEASURES TAKEN FOR THE DETECTION OF RAT PREVALENCE IN SHIPS AND ON SHORE.

The Authority's Rodent Searchers board all vessels from "Infected Areas" which are searched for signs of excreta, runs, gnawing, nests, damage to cargo, or any other evidence of the presence of rats. Where evidence of recent rat infestation is found traps are set to confirm the findings. Any other vessel is fully examined by the Rodent Searchers where, from information supplied by the crew, foremen stevedores, or the Port Health Inspectors, the presence of rats is suspected.

The Inspectors also pay daily visits to all ships from "Infected Areas" and in the normal course of their duties ascertain if there is any evidence of rats on board.

RAT-PROOFING

(a) To what extent are docks, wharves, warehouses, &c., rat-proof?

The Hull Docks and Warehouses are :—

Name of Dock	Year Opened	Area in Acres	Number of Warehouses
Humber	1809	7¼	3
Prince's	1829	6	2
Railway	1846	2¾	4
Victoria (and Basins)	1850	24	7
Albert	1869	24½	12
William Wright	1880	5¾	3
St. Andrew's (and Extension) ..	1883	19	—
Timber Ponds, Nos. 1 and 2 and No. 2 Extension	1883	39¾	—
Alexandra (and Extension) ..	1885	53½	13
King George	1914	53	6 and grain silo.
Saltend Oil Jetty, No. 1. ..	1914	—	—
,, ,, ,, No. 2 ..	1928	—	—

A number of warehouses were damaged as result of enemy action and, in many cases, are in course of reconstruction.

(b) Action taken to extend rat-proofing

(1) *In ships.*—Every opportunity is taken to extend rat-proofing on board ships and where existing rat-proofing measures are defective, instructions are given for the necessary repairs to be effected.

(2) *On shore.*—During the year under review there has been no occasion to complain of the scavenging of the Dock Estates, which, from almost daily observation, appears to be carried out in a fairly satisfactory manner.

TABLE E

Rats destroyed during the year

(1) On Vessels

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Black Rats	101	32	135	122	136	110	255	20	217	156	209	98	1591*
Brown Rats	—	—	—	—	—	—	—	—	—	—	—	—	—
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats examined ..	13	—	18	8	18	12	2	6	30	14	19	30	170
Rats infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

* This total includes 836 rats killed as a result of fumigation.

TABLE F

(2) In Docks, Quays, Wharves and Warehouses

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total* in year
Black Rats	99	38	44	53	26	32	40	31	51	52	58	62	586
Brown Rats	31	92	74	76	62	51	103	67	76	100	95	66	893
Species not recorded	—	—	—	—	—	—	—	—	—	—	—	—	
Rats examined ..	11	1	—	—	—	—	—	—	—	—	—	—	12
Rats infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

* The above rats were caught by Rat Catchers employed by the Docks and Inland Waterways Executive (North Eastern Region) with the exception of 47 brown rats which were caught by the Authority's Rodent Searchers.

TABLE G

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague infected Ports arriving in the Port of Hull during the year

Total Number of such Vessels arriving	Number of such Vessels fumigated by S.O.2.	Number of Rats killed	Number of such Vessels fumigated by H.C.N.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, &c., were employed	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
318	—	—	†23	514	149	472	165

† On 19 of these vessels trapping was carried out.

TABLE H

Deratisation Certificates and Deratisation Exemption Certificates issued during the year

Net Tonnage	No. of Ships	No. of Deratisation Certificates issued					No. of De-ratisation Exemption Certificates issued	Total Certificates issued
		After fumigation with			After Trapping, Poisoning, &c.	Total		
		†H.C.N.	Sulphur	H.C.N. & Sulphur				
Ships up to 300 tons	211	1	—	—	—	1	210	211
,, from 301 tons to 1,000 tons ..	114	4	—	—	1	5	109	114
,, from 1,001 tons to 3,000 tons ..	82	12	—	—	5	17	65	82
,, from 3,001 tons to 10,000 tons..	118	26	2	—	1	29	89	118
,, over 10,000 tons	—	—	—	—	—	—	—	—
TOTALS	525	43	2	—	7	52	473	525

† 34 vessels were fumigated by liquefied hydrogen cyanide, and 9 by " Cyanosorb."

HYGIENE OF CREWS' SPACES

TABLE J

Classification of Nuisances

Nationality of Vessels	Number inspected during 1948	Defects of original construction.	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British.. ..	3,983	243*	760	1,776
Foreign ..	2,504	858*	78	81

* 174 defects on British ships and 295 defects on those of other nations arose as a result of structural alterations.

Smoke Nuisances

Vessels lying in the docks have been watched and, where necessary, those in charge of fires on board have been cautioned and requested to be careful when firing up, so as to avoid creating a nuisance by the emission of black smoke.

Parrots (Prohibition of Import) Regulations, 1930

In accordance with the above regulations, 41 parrots and 14 budgerigars were dealt with during the year.

The effect of these regulations is to prevent the importation of parrots into this country, except in certain exceptional cases.

SHIP SANITATION

It is pleasing to note that, generally speaking, the hygiene of crews' spaces continues to be maintained at a high standard, particularly in new vessels where the requirements of the " Instructions to Surveyors " 1937 to 1946, have been implemented, subject of course to the availability of the requisite materials. It is noticeable, however, that in the older vessels, lacking the amenities of the newer types, there is an absence of incentive on board towards attaining the same high standard. It is regrettable, therefore, that power is not available to require all vessels, and not only those built after 1936, to provide accommodation up to the standard called for in the " Instructions to Surveyors."

Two further items call for brief comment. The first concerns the existing legal machinery available to Port Health Officers for the abatement of nuisances on ships.

It is obvious that the intention of the legislature was to invest Port Health Officers with the same powers for the abatement of nuisances on board ships as their contemporaries on shore possess in dealing with shore premises. It is also obvious that in the drafting of the appropriate sections of the Public Health Act, 1936, no cognisance was taken of the fact that a ship was in effect a non-static " House " which could not, therefore, be dealt with as required by the Act.

It says much for the tact and persuasive powers of Port Health Inspectors in this sphere of their activities that such a high percentage of nuisances discovered have been abated without the aid of the existing cumbersome, and so far as ships are concerned, ineffective legislation.

The introduction of legislation covering the whole field of the Hygiene of Crews' Spaces, either by new regulations or suitable amendments to the existing Public Health Act, 1936, would be welcomed by all Port Health Inspectors.

The second item is one which presents an ever increasing problem to all Port Health Inspectors in this country, namely, the disposal of ships' refuse.

Part II of the Public Health Act, 1936, empowers certain local authorities to deal with this matter but for some unapparent reason the relevant sections of the Act do not apply to Port Health Authorities with the result that nuisances, due to accumulations of refuse on ships' decks is a common sight to all Port Health Inspectors.

Ships' refuse in the main consists of stoke-hold ashes, plus an admixture of galley refuse, hold sweepings and unwanted materials left behind by a crew on the termination of a voyage. On large vessels this accumulation may assume proportions comparable in amount to the refuse usually collected from a large hotel. It seems anomalous that in the latter instance, where the collection and disposal of refuse is a compulsory matter, a ship is expected to retain its refuse on board, irrespective of the length of its stay in port, until such time as it can be disposed of at sea.

The existing practice of burning all combustible portions of the refuse in ships' furnaces and disinfecting the remainder on deck is becoming impracticable due to the considerable increase in the number of motor vessels using our ports. It would appear that sooner or later those concerned with this problem, namely, Port Health Authorities, Dock Authorities, Local Authorities abutting on Port Health Districts and shipping representatives, will have to confer with a view to arriving at a workable arrangement for the collection and disposal of refuse from ships.

CERTIFICATES OF HEALTH

During the year eight Certificates of Health were issued to a firm in Goole in respect of consignments of woollen rags for export to Russia. These certificates were to the effect that at the time of export there were no epidemics of Cholera, Typhus Fever, Plague, Yellow Fever or Smallpox existing in the Ports of Hull and Goole and that the ports were also free from Foot and Mouth Disease.

Dangerous Drugs (No. 3) Regulations, 1923

No applications were received for certificates to procure dangerous drugs under the provisions of the above regulations.

Canal Boats

Canal Boats inspected	521
Additional Inspections made to ascertain if notices served and verbal cautions given had been complied with	277
Total number of Inspections ..	798

The 521 inspections were made on 284 boats which are registered to accommodate 1,156 adult persons and 475 children, whilst 570 adults (555 males and 15 females) and 9 children were found to be occupying them.

Contraventions

Number of Canal Boats with contraventions	123
Number of contraventions	201
Number of contraventions remedied	76

In all cases where notices or letters have been addressed to the owners of the boats contravening the provisions of the Public Health Act, 1936, and the Canal Boats Regulations, the masters of the boats concerned have also been cautioned verbally.

Registration Particulars

Total number of Canal Boats on the register on 31st December, 1947	1,037
Total number of Canal Boats registered during 1948	21
	1,058
Registrations cancelled during the year	3
Total	1,055

Particulars of registrations during 1948 :—

Boats not previously registered	7
Boats previously registered with other Authorities	2
Boats on which structural alterations had taken place	12
Total registrations	21

Copy Certificates issued in consequence of :—

Certificates lost	43

Certificates endorsed in consequence of :—

Change of ownership	68
Change of address of owner	10
Change of name of boat	8
Total endorsements	86

Number of Canal Boats believed to be in use :—	1,055
This total Includes :—	
Steam propelled boats	43
Motor propelled boats	187

Infectious Diseases

On the 1st October, 1948, the Master of the Canal Boat " Madge Jarvill " was removed to the Castle Hill Hospital and Sanatorium, Cottingham, suffering from Cerebro-spinal Meningitis and died on the 30th October, 1948.

The quarters occupied by the Master, together with the bedding, were disinfected and a certificate to that effect was issued to the owners of the boat.

Legal Proceedings

It has not been found necessary during the year to institute legal proceedings.

FOOD INSPECTION

HULL

Report of the Chief Food Inspector

Public Health (Imported Food) Regulations, 1937

Visits to :—

Docks	1,471
Number of steamers of which cargoes were inspected	1,008
Packages landed therefrom	6,249,946
Number of detention notes issued by H.M. Customs	131

PARTICULARS OF "PROHIBITED" MEAT DISCOVERED.

NIL

PARTICULARS OF "MEAT PRODUCTS—SECOND SCHEDULE"

Where from	Description	Quantity	
Amsterdam	Sausage	125	packages
Argentine	Corned Mutton	850	,,
,,	Corned Beef	7,683	,,
,,	Boneless Beef	20	,,
,,	Beef Tallow	996	,,
,,	Tinned Meat	1,340	,,
,,	Premier Jus	2,957	,,
,,	Lard	3,000	,,
Australia	Maws	37	,,
,,	Pork Sundries	1,582	,,
,,	Lamb Sundries	2,295	,,
,,	Mutton Sundries	36	,,
,,	Beef Sundries	677	,,
,,	Sheep Sundries	8	,,
,,	Pork	524	,,
,,	Mutton	1,982	carcases
,,	Lamb	118,397	,,
,,	Hogs	38,644	,,
,,	Boneless Beef	4,852	packages
,,	Casings	33	,,
,,	Edible Fat	738	,,
,,	Beef	5,777	crops and hinds
,,	Tinned Meat	2,841	packages
,,	Calf Sundries	140	,,
Canada	Bacon	1,449	,,

Where from	Description	Quantity	
Copenhagen	Ears	291	packages
,,	Bones	659	,,
,,	Feet	3,660	,,
,,	Rinds	200	,,
,,	Udders	477	,,
,,	Spleens	65	,,
,,	Maws	182	,,
,,	Sausages	328	,,
,,	Chitterlings	551	,,
,,	Backbones	554	,,
,,	Snouts	17	,,
,,	Offal	652	,,
,,	Casings	332	,,
,,	Bacon	34,114	,,
,,	Cap Ends	67	,,
,,	Knees	10	,,
,,	Tails	20	,,
,,	Tinned Pork	10,194	,,
,,	,, Pork Brawn	96	,,
,,	,, Hearts & Kidneys	1,546	,,
Iceland	Casings	57	,,
,,	Lamb	32	carcases
,,	Lamb Fries	565	packages
,,	Sweetbreads	7	,,
Finland	Bacon	1,554	,,
New Zealand	Edible Fat	1,233	,,
,,	Boneless Mutton	3,425	,,
,,	Boneless Beef	13,953	,,
,,	Beef Sundries	2,542	,,
,,	Lamb	102,843	carcases
,,	Tegs	3,775	,,
,,	Mutton	81,652	,,
,,	Calf Tongues	600	packages
,,	Lamb Tongues	250	,,
,,	Livers	550	,,
,,	Corned Beef	8,500	,,
,,	Casings	75	,,
,,	Tallow	1,177	,,
,,	Beef	15,119	quarters
,,	Veal	605	packages
,,	Bacon	4,580	,,
,,	Boneless Veal	930	,,
Poland	Bacon	5,947	,,
Rotterdam	Casings	115	,,

	Description	Quantity	
Sweden	Maws	849	packages
,,	Cap Ends	634	,,
,,	Chitterlings	1,924	,,
,,	Rinds	58	,,
,,	Feet	8	,,
,,	Pigs' Offal	1,031	,,
,,	Casings	34	,,
South America	Beef	21,508	quarters
,,	Boneless Beef	407	packages
,,	Beef Glands	211	,,
,,	Calf Glands	2	,,
,,	Lamb	65,332	carcases
,,	,,	2,862	sides
,,	Lamb Breads	92	packages
,,	Livers	173	,,
,,	Offal	717	,,
,,	Tinned Meat	63,844	,,
,,	Edible Fat	10,262	,,

OTHER FOOD INSPECTED

Description	Quantity		
Rabbits	13,499	packages	
Black Puddings	1,131	,,	
Poultry	6,848	,,	
Shellfish	6,732	,,	
Biscuits	3,930	,,	& 62 tons
Cheese	120,492	,,	
Sweet Fat	21,433	,,	
Butter	352,607	,,	
Eggs	238,815	,,	
Ice Cream Ingredients	2,000	,,	
Crispbread	950	,,	
Milk	144,321	,,	& 34 tons
Tinned Brisling	1,772	,,	
Custard Powder	3,751	,,	
Crab Paste	4,918	,,	
Tomato Ketchup	1,823	,,	
Whey Powder	410	,,	
Tinned Tomatoes	9,100	,,	
Salad Cream	50	,,	
Tomato Paste	1,000	,,	
Tinned Beans	600	,,	
Tinned Grapefruit	5,000	,,	
Chicken Broth	4,198	,,	
Whale Meat	3,655	,,	

Description	Quantity
Puffed Wheat	33 packages
Yeast Cakes	60 ,,
Rolled Oats	635 lbs.
Cornflour	3 ,,
Barley Sugar	82 ,,
Split Peas	108 ,,
Vermicelli	64 ,,
Butter Beans	22 ,,
Pearl Barley	261 ,,
Oatmeal	412 ,,
Bran	22 ,,
Ground Rice	58 ,,
Tea	100 ,,
Peaches	91 ,,
Spaghetti	117 ,,
Sage	9 ,,
Poultry Dressing	13 ,,
Parsley	4 ,,
Thyme	10 ,,
Sweet Corn	2 ,,
Apricots	65 ,,
Fruit Salad	39 ,,
Figs	43 ,,
Chocolate	458 ,,
Ground Ginger	3 packages
Chutney	2 ,,
Halibut	4 ,,
Frozen Tripe	20 lbs.
Sausages	10 ,,
Meat	2,450 ,,
Fish	390 ,,

FOODSTUFFS FOUND TO BE UNFIT

Description	Quantity
Tomatoes	22 packages
Waste Oranges	19 tons 10 cwts. 3 qrs
Oranges	4 packages
Waste Grapefruit	1 ton 13 cwts.
Cucumbers	2 packages
Pears	789 ,,
Cherries	3 ,,
Tomatoes	62 ,,
Onions	1,522 ,,
Bilberries	13,587 ,,
Peaches	11 ,,

Description	Quantity
Melons	13 packages
Grapes	3 ,,
Cauliflowers	50 ,,
Chocolate	88 lbs.
Hog Cap Ends	68 ,,
Sage	9 ,,
Poultry Dressing	13 ,,
Parsley	4 ,,
Thyme	10 ,,
Sweet Corn	2 ,,
Apricots	24 ,,
Tea	60 ,,
Cooked Udders	31 ,,
Sugar	252 ,,
Meat	3,548 ,,
Fish	753 ,,
Frozen Fish	3 packages
Frozen Tripe	20 lbs.
Sausages	10 ,,
Halibut	3 packages
Lamb	1 carcase
Mixed Tinned Goods	320 tins
Yeast Cakes	60 packages
Celery Seed	10 ,,
Ground Ginger	3 ,,
Chutney	2 ,,
Custard Powder	144 ,,

SUMMARY AND DESCRIPTION OF NUMBER OF PACKAGES OF FRUIT SORTED UNDER SUPERVISON

Description	Sorted	Unsound
Pears	2,524 packages	1,116 packages
Onions	658 ,,	441 ,,
Oranges	308 ,,	77 ,,

SUMMARY OF WEIGHTS OF UNSOUND FOODSTUFFS

Description	Weight			
	Tons	Cwts.	Qrs.	Lbs.
Fruit and Vegetables	166	19	1	22
Meat	1	13	0	12
Tinned Goods	–	5	0	27
Fish	1	3	3	2
Tea	–	1	0	8
Sugar	–	2	2	0
Miscellaneous Foodstuffs	–	2	2	10
Chocolate	–	–	3	4

OTHER INSPECTIONS, &c.

One hundred and sixty-seven casks of Casings arrived at the Port without "Official Certificates." The casings were released upon production of the necessary certificates.

Seventeen Norwegian boats arrived with 105,471 cases of herrings, of which 15,086 were found to be unfit for human consumption, and were returned to the Country of Origin.

A request was received from the Ministry of Transport to inspect 282 lbs. sugar contaminated by paraffin. The sugar was condemned and in accordance with the Salvaged Goods Order, 1948, the matter was reported to the Ministry of Food with a request for disposal instructions.

Three hundred cases of Tomato Ketchup arrived at the Port and a sample was submitted to the Port Analyst who reported it to contain an excessive amount of Benzoic Acid. The tomato ketchup was detained and arrangements were made for the ketchup to be returned to the Country of Origin.

Fourteen casks bovine spleens arrived at the Port and upon examination of one cask a small percentage of horse spleens was found mixed with the bovine spleens. The other 13 casks were opened and a small percentage of horse spleens were found in each cask mixed with bovine spleens. The horse spleens were removed from the casks before the consignment was allowed to go forward.

On behalf of the Ministry of Transport and the local Salvage Officer, quantities of foodstuffs from 26 vessels were examined, proportions of which were found to be unfit.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937

The above Regulations have been in operation during the year and are working satisfactorily.

PUBLIC HEALTH (IMPORTED MILK) REGULATIONS, 1926

No action has been taken under these Regulations during the year.

PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATIONS, 1925 to 1940

Four samples of food for analysis were taken under the above Regulations during the year ; particulars are given on page 39.

SHELLFISH BEDS

There are no shellfish beds within the jurisdiction of the Authority. No action, therefore, has been taken under the Public Health (Shellfish) Regulations, 1934, or the Food and Drugs Act, 1938.

FOOD INSPECTION
GOOLE

Visits to Docks	59
Number of steamers from which cargoes were inspected	50
Packages landed therefrom	118,812
Number of detention notes issued by H.M. Customs	50

PARTICULARS OF "PROHIBITED" MEAT DISCOVERED

NIL

PARTICULARS OF "MEAT PRODUCTS"—SECOND SCHEDULE

Description	Quantity
Pigs' Feet	1,252 casks
Back Bones	245 cases
Chitterlings	1,355 casks
Hogs Caps	333 ,,
Maws	328 ,,
Udders	486 ,,
Spleens	76 ,,
Rinds	267 ,,
Sausages	235 cases
Ear Pieces	26 casks
Bacon	17,435 bales
Pigs' Ears	47 casks
,, Knees	65 ,,
Snouts and Ear Pieces	1 cask
Hearts and Kidneys	26 cartons
Hog Bungs	4 casks
Tinned Hearts	42 cases
,, Kidneys	51 ,,
Hog Casings	54 casks
Offal	211 ,,
Tails	11 cases
Fat Ends	182 casks
Tinned Pork	10,785 cartons
,, Meat	1,567 boxes
Pigs' and Oxen's Brains	27 cartons
Tinned Meat	6 ,,
Pig Products	37 casks

OTHER FOOD INSPECTED

Description	Quantity
Fresh Fish	2,687 boxes
Crisp Bread	2,150 cartons
Butter	48,240 casks
Eggs	25,021 boxes
Baking Compound	1,236 casks
Black Pudding	1,049 cartons
Cheese	1 box
Yeast	1 case
Baking Cream	342 casks
Cream	2 cases
Tomato Ketchup	710 casks
Sweetened Fat	1,584 cases
Game Birds	635 ,,

FOODSTUFFS FOUND TO BE UNFIT

" Plumrose " Crisp Bread	47 packages

PUBLIC HEALTH (PRESERVATIVES, ETC., IN FOOD) REGULATIONS, 1925 to 1940

On the 20th December, 1948, 160 casks of Tomato Ketchup arrived in Goole on board the s.s. " Don " from Copenhagen. A sample of the consignment was submitted to the Port Analyst, who reported it to contain 1,150 parts per million of benzoic acid. His report is given on page 39.

Prior to the results of the examination being known, the material was despatched to consignees in Manchester and Salford. The respective Medical Officers of Health were informed of the circumstances in order that the appropriate action could be taken.

The Medical Officer of Health of Salford reported that a sample examined by the Public Analyst contained 1,025 parts per million of benzoic acid and that the suppliers and the Ministry of Food had been approached with regard to the disposal of the ketchup.

REPORT OF THE PORT ANALYST

Foodstuffs

In the table below the results of the examination of eight samples of foodstuffs are set out :—

Total	Satisfactory	Unsatisfactory
8	4	4

<table>
<tr><th>Sample</th><th>No. Taken</th><th>Result of Examination</th></tr>
<tr><td>Spiced Fish Paste</td><td>1</td><td>Free from preservatives.</td></tr>
<tr><td>Pig's Foot . .</td><td>1</td><td>Stained with a harmless red dye.</td></tr>
<tr><td>Tomato Ketchup</td><td>5</td><td>
<table>
<tr><th></th><th colspan="2">Parts per Million</th></tr>
<tr><th></th><th>Copper on dry solids</th><th>Benzoic Acid</th></tr>
<tr><td>(a)</td><td>36</td><td>800</td></tr>
<tr><td>(b)</td><td>—</td><td>1,520</td></tr>
<tr><td>(c)</td><td>—</td><td>440</td></tr>
<tr><td>(d)</td><td>—</td><td>1,150</td></tr>
<tr><td>(e)</td><td colspan="2">Free from preservatives.</td></tr>
</table>
Tomato Ketchup may contain up to 250 parts per million of benzoic acid provided its presence is declared on the label. No declaration was made in the cases of the above samples.</td></tr>
<tr><td>Tomato Paste . .</td><td>1</td><td>Contained 98 parts per million of copper in the dry solids.</td></tr>
</table>

APPENDIX 1

Summary of Vessels Inspected, Foreign and Coastwise

HULL

From			
Foreign	Steamships	2,064	
	Motor Vessels	971	
	Sailing Vessels	—	
	Fishing Vessels	739	
Coastwise	Steamships	558	
	Motor Vessels	589	
	Sailing Vessels	—	
	Fishing Vessels	355	
			5,276

GOOLE

Foreign	Steamships	287	
	Motor Vessels	264	
	Sailing Vessels	—	
Coastwise	Steamships	360	
	Motor Vessels	300	
	Sailing Vessels	—	
			1,211
			6,487
	Extra Visits		2,332
	Total		8,819

Summary of Vessels Inspected, British and Foreign Owned

HULL

Owners.			
British	Steamships	1,710	
	Motor Vessels	745	
	Sailing Vessels	—	
	Fishing Vessels	730	
			3,185
Foreign	Steamships	912	
	Motor Vessels	815	
	Sailing Vessels	—	
	Fishing Vessels	364	
			2,091

GOOLE

Owners.			
British	Steamships	560	
	Motor Vessels	238	
	Sailing Vessels	—	
		—	798
Foreign	Steamships	87	
	Motor Vessels	326	
	Sailing Vessels	—	
		—	413
			6,487
	Extra Visits		2,332
		Total	8,819

They were of the following nationalities :—

British	3,983
Dutch	859
Danish	537
Norwegian	327
Swedish	216
German	110
Finnish	109
Panamanian	84
Greek	40
Icelandic	38
Polish	37
French	34
American	28
Belgian	19
Spanish	18
Jugo-Slavian	11
Italian	10
Russian	10
Brazilian	7
Egyptian	4
Costa Rican	3
Swiss	2
Faroese	1
Total	6,487

APPENDIX 2

Table showing the Ports from which came vessels boarded on arrival by Medical Officers

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Aalborg . .								1					1
Abadan . .	4	3	3	7	4	3	4	1	2	3	3	2	39
Aberdeen . .						1							1
Accra											1		1
Adelaide . .					1							1	2
Albany (W.A.)				1	1								2
Alexandria . .				1	4	2	1						8
Amsterdam . .					1								1
Antwerp . .	1	2		1	3	1	6	6	2			1	23
Auckland, N.Z.		1	1										2
Bahia									1				1
Bahia Blanca . .	1	2											3
Bahrein . .		1		2									3
Barcelona . .					1								1
Bathurst . .		3	5	3	3	1							15
Bombay . .	1			1					1		1		4
Bona				1	1		1		1				4
Boulogne . .					1					1			2
Brisbane . .		1											1
Buenos Aires . .			1	2	2	1	3	4	2	3	1	2	21
Cagliari . .					1								1
Caripito							1						1
Cartagena . .				1									1
Casablanca . .	1	1	1	1		1	1		2	1	1	2	12
Constantza . .					1			1					2
Copenhagen . .	1			2	5		3	1	1			1	14
Curacao					1				1			1	3
Dakar			1					1			2	1	5
Dubrovnik . .									1			2	3
Emden											1		1
Esbjerg . .								2					2
Famagusta . .											1		1
Freetown . .		3		3		1			1	3			11
Fremantle . .	2	2				2	2	1		1	3	2	15
Gandia				1									1
Carried forward	11	19	12	27	30	13	22	18	15	12	14	15	208

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Brought forward	11	19	12	27	30	13	22	18	15	12	14	15	208
Gdynia	1						1	1	1				4
Gefle							1						1
Geraldton (W.A.)						1				1			2
Gothenburg ..	1		1	3	4	2	3	2	1			3	20
Haifa		1	1										2
Hamburg ..	4	3	4	3	5	4	2	6	3	5	5	3	47
Hamina.. ..								1					1
Helsingfors ..		1	1		1	1	1	2	1	1	1	3	13
Hernosand ..						1							1
Hong Kong ..						1							1
Honingsvaag ..						1							1
Horsens.. ..											1		1
Huelva	1												1
Jaffa	5	3											8
Kalamata ..											1		1
Karachi.. ..										1		1	2
Kemi									1				1
Kiel		1											1
Kotka	1												1
La Romana ..				1									1
Las Palmas ..				1	1	1		1	1				5
Lagos	4	1	3	1	1			1			1	1	13
Leghorn ..												1	1
Lubeck										1			1
Mantylouto ..				1									1
Melbourne ..					1	1	3				1		6
Mombasa ..				1									1
Miramichi ..									1				1
Montevideo ..	1		2			1	1					3	8
Montreal ..								1					1
Navlakhi ..									1				1
New York ..			1	1									2
North Sea Fishing Grounds ..					1								1
Odessa					2		1	1					4
Oslo	1	1		2	3	2	3	3		1		1	17
Ostend								1					1
Carried forward	30	30	25	41	49	29	38	38	25	22	24	31	382

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Brought forward	30	30	25	41	49	29	38	38	25	22	24	31	382
Palermo . .			1										1
Para									1				1
Port Albernie, B.C.									1				1
Port Louis . .									1				1
Port Pirie	1												1
Port Said . .			1		1								2
Port Sudan . .							1		1				2
Rangoon . .				1									1
Recife										1			1
Reykjavik . .		1			1	1		1	2				6
Rio de Janeiro							1						1
Rijeka							1				1	1	3
Rotterdam . .	5	6	5	5	4	7	8	9	10	5	4	5	73
Rouen								1					1
Safi				1							1		2
San Pedro . .			1										1
Santos	1			1									2
Savona												1	1
Sfax			1	1		1			1	1			5
Sibenik											1		1
Skelleftea . .									1				1
Skoghall . .						1							1
South Georgia . .				1									1
Stockholm . .						1		1					2
Sydney				1	1			1	1		1	2	7
Takoradi . .				1		1	2		1		1		6
Tampico . .								1					1
Tel Aviv . .	1			1	1								3
Teneriffe . .							2	1					3
Tromso					1								1
Vaasa											1		1
Valencia . .							1					1	2
Vancouver . .	1									1		1	3
Vizagapatam . .		1											1
Extra Medical Inspections . .	1				1			1					3
Totals . .	40	38	34	54	59	41	54	54	45	30	34	42	525

APPENDIX 3

Tabulated Statement showing the Total Number of Admissions to Hospitals during 1948

Date of Admission	Disease	Rating	Nationality	Name of Vessel	Where from	Date Discharged
1948						
Jan. 18th	Enteric Fever	Senior Ord. Seaman	British	s.s. " Ottinge "	Huelva	Died 28th Jan.
Feb. 17th	Malaria	A.B.	,,	s.s. " Helencrest "	Freetown	Feb. 25th
Mar. 8th	,,	Fireman	Finnish	s.s. " Araton "	Bathurst	Mar. 20th
Mar. 23rd	Dysentery	A.B.	British	s.s. " Fort Rupert "	Baltimore	May 1st
April 23rd	Pneumonia	Seaman	,,	s.s. " Urbino "	Bombay	May 29th
April 29th	Influenza	Senior Ord. Seaman	,,	s.s. " Helencrest "	Freetown	May 12th
May 6th	Acute Anterior Poliomyelitis	Deck Hand	,,	s.t. " Olvina "	Foreign Fishing Grounds	May 14th
June 7th	Pneumonia	Master	German	s.s. " Pionier "	Kiel	June 22nd
June 8th	,,	Seaman	British	s.s. " Urbino "	Karachi	June 22nd
July 26th	Abdominal Tumour	Donkeyman	,,	s.s. " Tilsington Court "	Sydney	Aug. 20th
Aug. 3rd	Leukaemia	Fireman	,,	s.s. " Consuelo "	Montreal	Aug. 20th
Sept. 2nd	Tonsillitis	Ord. Seaman	Norwegian	m.v. " Kari "	Kotka	Sept. 11th
Oct. 1st	Cerebro-spinal Meningitis	Master	British	m.v. " Madge Jarvill "	Canal Boat	Died Oct. 30th
Oct. 4th	Malaria	Wireless Operator	,,	s.s. " Balfe "	Para	Oct. 27th
Oct. 10th	Influenza	Fireman	,,	s.s. " Fort MacPherson "	Freetown	Nov. 23rd

APPENDIX 4

Vessels on their Arrival on which Cases of Infectious Disease existed or had occurred during the Voyage

Date	Name of Vessel	Where from	No. of Cases	Rating	How dealt with
1948					
		CEREBRO-SPINAL MENINGITIS			
Oct. 1st	m.v. " Madge Jarvill "	Canal Boat	1	Master	Died Oct. 30th, 1948.
		DYSENTERY			
Mar. 23rd	s.s. " Fort Rupert "	Baltimore	1	A.B.	Admitted to the Kingston General Hospital, Hull.
June 29th	s.s. " Benlawers "	Hong Kong	1	Messroom Boy	Suffered during the voyage.
		ENTERIC FEVER			
Jan. 18th	s.s. " Ottinge "	Huelva	1	Senior Ord. Seaman	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
Dec. 10th	s.s. " Basil "	Para	1	Trimmer	Admitted to hospital at Liverpool.
		INFLUENZA			
April 29th	s.s. " Helencrest "	Freetown	1	Senior Ord. Seaman	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
June 10th	s.s. " Memnon "	Alexandria	1	Fireman	Referred to the doctor to the Shipping Federation.
June 12th	s.s. " Virginia "	Sfax	1	Seaman	Referred to the doctor to the Shipping Federation.
Oct. 10th	s.s. " Fort MacPherson "	Freetown	1	Fireman	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.

APPENDIX 4—*Continued*

Date 1948	Name of Vessel	Where from	No. of Cases	Rating	How dealt with
			MALARIA		
Jan. 8th	m.v. " Stanhall "	Lagos	1	Steward	Landed at Lagos.
Jan. 22nd	s.s. " Peebles "	,,	3	Crew	Suffered during the voyage.
Jan. 26th	s.s. " Thomas Holt "	,,	2	,,	Suffered during the voyage.
Feb. 14th	s.s. " Coralstone "	,,	9	,,	Suffered during the voyage.
Feb. 16th	s.s. " Helencrest "	Freetown	1	A.B.	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
Mar. 8th	s.s. " Araton "	Bathurst	1	Fireman	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
Mar. 15th	s.s. " Cromarty "	Lagos	1	Seaman	Landed at Lisbon.
June 4th	s.s. " Temple Arch "	Takoradi	2	Crew	Suffered during the voyage.
July 8th	s.s. " Thomas Holt "	,,	3	,,	Suffered during the voyage.
July 31st	M.V. " Akri Hill "	,,	7	,,	Suffered during the voyage.
Aug. 12th	s.s. " Ethiopian "	Dakar	1	Seaman	Suffered during the voyage.
Aug. 24th	s.s. " Dan-y-Bryn "	Lagos	1	Fireman	Suffered during the voyage.
Oct. 2nd	s.s. " Fort MacPherson "	Freetown	3	Crew	Suffered during the voyage.
Oct. 4th	s.s. " Balfe "	Para	1	Wireless Operator	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
Nov. 13th	s.s. " Empire Spartan "	Bombay	1	C. Officer	Landed at Aden.

APPENDIX 4—*Continued*

Date 1948	Name of Vessel	Where from	No. of Cases	Rating	How dealt with
MUMPS					
Dec. 10th	s.s. " Melrose Abbey "	Rotterdam	1	Donkeyman	Treated by a private medical practitioner.
PNEUMONIA					
April 23rd	s.s. " Urbino "	Bombay	1	Lascar	Admitted to the Western General Hospital, Hull.
June 7th	m.v. " Pionier "	Kiel	1	Master	Admitted to the Western General Hospital, Hull.
June 8th	s.s. " Urbino "	Karachi	1	Lascar	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
June 14th	s.t. " Stella Carina "	Foreign Fishing Grounds	1	Spare Hand	Treated at home by a private medical practitioner.
POLIOMYELITIS					
May 6th	s.t. " Olvina "	Tromso	1	Deck hand	Admitted to the Castle Hill Hospital and Sanatorium, Cottingham.
SMALL-POX					
Nov. 17th	s.s. " Thamesfield "	Abadan	1	Carpenter	Landed at Suez ; died.
TUBERCULOSIS, PULMONARY					
Mar. 11th	s.s. " Hartlepool "	Auckland	1	Seaman	Referred to the doctor to the Shipping Federation .
June 1st	m.v. " Thomas M "	London	1	Officer	Admitted to hospital at Greenwich.
July 22nd	s.s. " Imperial Star "	Melbourne	1	D.B.S.	Proceeding to his home for treatment.
Oct. 8th	m.v. " Loreto "	Peru	1	Officer	Landed at Baltimore (Suspected case).

APPENDIX 5

Total No. of ships inspected	6,487
Total No. of ships with defects, including those due to dirt, vermin, etc.	869

(*a*) **At Hull**

British owned	416
Foreign owned	324

(*b*) **At Goole**

British owned	44
Foreign owned	85

(a) DEFECTS OF ORIGINAL CONSTRUCTION

BRITISH

VENTILATION :—

	No. of defects	Remedied
Unventilated forecastles	2	2
,, cabins	5	4
,, messrooms	4	1
,, water Closets	16	8
,, wash-places	16	3
Ventilators in an unsatisfactory position over bunks	2	2

CREWS' QUARTERS :—

No heating to Forecastle	1	1
,, ,, ,, Cabin	1	1
No food lockers provided	7	2
No scupper in galley	1	–
Bilge pump in Forecastle	1	–
Untrapped waste pipes to wash basins	6	6
Inadequate heating to cabins	4	–

	No. of defects	Remedied
WATER CLOSETS :—		
W.C.'s without water supply ..	3	1
Total ..	69	31

(a) DEFECTS OF ORIGINAL CONSTRUCTION

FOREIGN

VENTILATION :—

	No. of defects	Remedied
Unventilated Forecastles	29	2
,, cabins	71	2
,, messrooms	39	2
,, water Closets.. ..	161	1
,, galley-messrooms ..	32	3
,, pail Closet compartments	23	–
,, wash-places	110	2
,, water Closets-Washplaces	6	–
,, pantry	1	–
,, shower Compartment	1	–
Ventilators in an unsatisfactory position over bunks	5	–
CREWS' QUARTERS :—		
No heating to Forecastle	1	–
WATER CLOSETS :—		
W.C.'s without water supply ..	84	-
Totals ..	563	12

(b) STRUCTURAL DEFECTS THROUGH WEAR AND TEAR

BRITISH

	No. of defects	Remedied
Defective W.C.'s and fittings . .	183	168
,, stoves and fittings	25	22
,, side ports and glasses . .	75	68
,, radiators	27	27
,, ventilators	42	41
,, flooring	30	28
,, doors	35	32
,, bulkheads	6	3
,, bunks	9	6
,, and choked scuppers . .	24	23
,, lockers	62	61
,, wash-hand basins and fittings	27	27
,, and leaky overhead decks	40	32
,, central heating boiler . .	1	1
,, steam pipes	19	18
,, fans	1	1
,, waste pipes	30	26
,, hawse pipes	5	5
,, deck lights	1	1
,, draining boards	3	3
,, showers	26	22
,, electric light fittings . .	8	8
,, afterpeak tank	1	1
,, taps	12	11
,, geysers	13	13
,, fresh water pumps . .	6	5
,, forms	2	2
,, chairs	8	6
,, coal bunker lid	1	1
,, wood lining	2	2
,, shell plating	2	2
,, hatchway	1	1
,, hot and cold water supply	1	1
,, hot water supply	1	–
,, mosquito fittings	11	11
,, fresh water tank	1	1
,, table	1	1
,, conditioned air system . .	1	1
,, water supply pipes	8	8
,, dead lights	3	3
,, galley sink	1	1

	No. of defects	Remedied
Defective baffle to ventilator over a bunk	1	1
Unsatisfactory position of steam coil..	1	–
No door to galley bunker	1	1
No fresh water pump in washplace ..	1	1
No door to W.C.	1	1
Totals ..	760	698

FOREIGN

	No. of defects	Remedied
Defective W.C.'s and fittings ..	45	9
,, stoves and fittings	5	5
,, wash hand basin	1	–
,, radiators	2	2
,, ventilators	2	–
,, flooring	3	3
,, doors	2	2
,, lockers	3	–
,, and leaky overhead decks ..	4	–
,, showers	5	–
,, electric light fittings ..	2	2
,, fresh water pump	1	–
,, water supply pipes.. ..	3	–
Totals ..	78	23

(c) DIRT, VERMIN AND OTHER CONDITIONS PREJUDICIAL TO HEALTH

BRITISH

	No. of defects	Remedied
Dirty condition of forecastles.. ..	34	31
,, ,, ,, cabins	353	328
,, ,, ,, messrooms ..	99	91
,, ,, ,, galleys	5	5
,, ,, ,, wash-places ..	67	59
,, ,, ,, alleyways	7	5
,, ,, ,, storerooms ..	4	4
,, ,, ,, drying rooms ..	6	5
,, ,, ,, recreation room ..	1	1
,, ,, ,, pantries	4	3
,, ,, ,, wash-hand basins	6	6
,, ,, ,, sinks in messrooms	2	2
,, ,, ,, saloon	1	1
Insanitary condition of water-closets	75	64
,, ,, ,, galley refuse	1	1

	No. of defects	Remedied
Verminous condition of forecastles ..	13	13
,, ,, ,, cabins ..	664	634
,, ,, ,, messrooms ..	148	144
,, ,, ,, saloons ..	20	19
,, ,, ,, galleys ..	62	61
,, ,, ,, pantries ..	85	83
,, ,, ,, storerooms ..	49	47
,, ,, ,, smoke room ..	1	1
,, ,, ,, washplaces ..	14	14
,, ,, ,, linen lockers..	5	5
,, ,, ,, oilskin lockers	7	7
,, ,, ,, bathroom ..	1	1
,, ,, ,, bakery ..	4	4
,, ,, ,, drying rooms	8	8
,, ,, ,, W.C. compartments ..	5	5
,, ,, ,, chartroom and wheelhouse	2	2
Fresh water tanks requiring cleansing	10	10
Crews' quarters showing signs of rat infestation	12	10
Crews' quarters showing signs of mice infestation..	1	1
Totals ..	1,776	1,675

FOREIGN

Dirty condition of forecastles.. ..	7	6
,, ,, ,, cabins	7	7
,, ,, ,, messrooms ..	6	6
,, ,, ,, galley	1	–
,, ,, ,, wash-places ..	2	1
,, ,, ,, storerooms ..	3	1
Verminous condition of forecastles ..	6	4
,, ,, ,, cabins ..	27	17
,, ,, ,, messrooms ..	7	5
,, ,, ,, galleys ..	3	3
,, ,, ,, pantries ..	2	2
,, ,, ,, storerooms ..	1	1
Insanitary condition of water-closets	4	2
Crews' quarters showing signs of rat infestation..	5	–
Totals ..	81	55

(d) DEFECTS ARISING FROM STRUCTURAL ALTERATIONS

BRITISH

	No. of defects	Remedied
Ventilation :—		
Unventilated forecastles	8	5
,, cabins	5	1
,, messrooms	14	5
,, water closets ..	65	25
,, wash-places	53	15
,, water closet-washplace	2	–
,, galley	1	1
,, saloon	1	–
Ventilators in an unsatisfactory position over bunks	16	11
Crews' Quarters :—		
W.C. opening direct into Galley-Messroom	1	1
Ports blanked off	3	1
Exposed steam pipe	1	1
Absence of cork dust or sheathing	1	1
No heating to cabin	1	–
No scupper to washplace	1	–
Water Closets :—		
W.C.'s without water supply ..	1	–
Totals ..	174	67

FOREIGN

	No. of defects	Remedied
Ventilation :—		
Unventilated forecastles	18	–
,, cabins	121	1
,, messrooms	32	1
,, water closets ..	41	–
,, wash-places	66	–
,, galley-messrooms ..	2	–
,, water closet-washplace	2	–
Ventilator in an unsatisfactory position over bunks	4	–
Water Closets :—		
W.C.'s without water supply ..	9	–
Totals ..	295	2

APPENDIX 6

THE ASSOCIATION OF SEA AND AIR PORT HEALTH AUTHORITIES OF THE BRITISH ISLES

An Address on the occasion of the Association's Jubilee
(1898–1948)

THE ROMANCE OF THE PORT HEALTH SERVICE AND OF ITS ASSOCIATION

by NICOLAS GEBBIE, M.D., D.P.M., D.P.H.
M.O.H., Hull and Goole Port Health Authority

The Association of Port Sanitary Authorities, whose jubilee we celebrate to-day, owed its origin to the need felt by various Port Sanitary Authorities, as they were then called, for concerted action in their endeavours adequately to safeguard the health and welfare of those who go down to the sea in ships.

It is interesting to note that this, the jubilee year of our Association, marks the centenary of the passing of the first Public Health Act, and will see the beginning of a new era in Public Health Administration when, on July 5th, the National Health Service Act comes into operation.

It is perhaps not inappropriate that the honour of delivering this jubilee address should be conferred upon me in view of the fact that the idea of forming such an Association was conceived by the Hull and Goole Port Sanitary Authority. Its Chairman presided over the early meetings of the Association and its Port Medical Officer of Health, the late Dr. J. Wright Mason, was the Association's first Honorary Secretary.

History provides us with story after story of thrilling adventures on the sea, but dauntless courage and skill in navigation were not of themselves sufficient for success in opening up the sea routes to the ends of the earth.

It was the knowledge of hygiene and sanitation and the practical application of that knowledge by and on behalf of the Royal Navy and the Mercantile Marine which made long sea voyages possible. The countries of the world were opened up to our mercantile marine just as soon as the cause and control of such diseases as scurvy were known and applied.

An enormous impetus was given to personal hygiene and particularly to the prevention of scurvy by the remarkable achievement of Captain Cook, who, in H.M.S. Resolution was away for over three years with the loss by disease of only one man out of a crew of 118. Cook attributed his success to his insistence on cleanliness, ventilation, fresh water and fresh provisions, both animal and vegetable, i.e., the elementary principles of hygiene. Hygiene has been defined as " The art of preserving health so as to render growth more perfect, decay less rapid, life more vigorous and death more remote."

In his English Social History Trevelyan says " They (the seamen who beat Spain) took their lives in their hands, and few of them survived many years the chances of battle, ship-wreck, and sea accident and the terrible epidemics that raged in the ill provisioned ships of the period, where food was rotten and the rules of hygiene were unknown."

The application of public health measures in a country such as ours must be determined by the need for constant communication between these islands and other lands beyond the seas.

With a population more than three times greater than could comfortably be self supporting, this industrial nation of ours must needs be dependent on the dominions and colonies of the Empire and on foreign countries for our daily bread and our raw materials.

Shipping, accordingly, has become a vital necessity in peace as in war and " Merchandise ships and men " assume a place of first importance in our thoughts. The ports are the commercial gateways of the nation. To them come the imports of food and raw materials, and from them go the manufactured products, the exports upon which our economic prosperity as a nation depends.

This trade and commerce on the sea routes, the ebb and flow of traffic in passengers and goods to distant lands—brought with it the risk of the importation of infectious disease, and Port Sanitary Authorities were established at the principal ports with the primary object of preventing the introduction of infectious disease from overseas. This great responsibility resting on the shoulders of Port Sanitary Authorities necessitated and still requires the exercise of constant unremitting vigilance. Even greater vigilance is required at the air ports in these modern days with the increased and increasing use of aerial transport because a case of serious tropical disease could be brought to these shores well within its incubation period. How many of the inhabitants of our inland towns and country districts realise the importance to them of the unceasing watch kept by the Port Health Service, or give a thought to the possible consequences to them if the vigilance at the ports were relaxed.

The Hull and Goole Port Sanitary Authority was constituted by an Order of the Local Government Board dated 11th June, 1887, and by an amending order of the 26th August, 1899, and along with the other Port Sanitary Authorities its title was changed on October 1st, 1937 by Act of Parliament to Port Health Authority. Thus official recognition was given to the extended scope of the work of these authorities.

These Port Sanitary Authorities which the Local Government Board had set up at the various principal ports had similar duties to perform. They had, of course, guidance on general policy from the Local Government Board but individually had a wide freedom of action in carrying out their day to day work and in tackling their local problems.

The need was sure to arise sooner or later for some means of consultation with each other in order to secure a measure of uniformity of procedure at the different ports.

Credit is due to the then Chairman and members of the Hull and Goole Port Sanitary Authority for being the first to recognise the importance of co-operation in regard to Port Sanitary matters, and Port Medical Officers of Health, present and past have reason to be grateful to my distinguished predecessor, the late Dr. J. Wright Mason, for taking the initial step of summoning representatives of Port Sanitary Authorities in England and Wales to a meeting on Thursday, 28th September, 1898, which proved to be the first meeting of the Association of Port Sanitary Authorities, whose jubilee we celebrate to-day.

The entry in the minute book referring to the proposed formation of the Association is as follows :—

> " At the instance of the Hull and Goole Port Sanitary Authority a communication was forwarded by such Authority to the fifty-nine Port Sanitary Authorities in England and Wales asking them to meet the delegates of the Hull and Goole Port Sanitary Authority for a special conference during the holding of the Congress of the Sanitary Institute at Birmingham with a view to discussing the advisability or otherwise of again impressing upon the Local Government Board the desirability of Cholera expenses being paid out of the Imperial Exchequer instead of being contributed by Port Sanitary Authorities ; and twenty-eight replies were received in favour of further action being instituted."

Had it not been for the prevalence of Cholera abroad and the refusal of the Local Government Board to meet from national funds the expenditure incurred by Port Sanitary Authorities in dealing with cases arriving at the ports this Association might have had to wait many years for its Jubilee.

Cholera appears to have been unknown outside Asia until 1817. Subsequent to that date it spread to the west in four great waves. Cholera has reached Europe along the main lines of travel from India :—

(1) Through Afghanistan and the caravan routes to Russia.
(2) By the Gulf of Persia, to Syria and Egypt and across the Caspian to Russia.
(3) By the pilgrim traffic to the Red Sea, thence to Egypt and the Mediterranean.
(4) By the trans-Caspian railway and the Caspian steamers to Russia.

England was involved usually by infection from Russia and Germany through the North Sea Ports, e.g., Sunderland and Newcastle in 1831 and on to Glasgow and London in 1832.

In the 1831-32 epidemic there were 21,000 deaths in England and 9,000 in Scotland.

England was also affected in the epidemics of 1848-49, 1854 and 1865-66.

It was not until 1854, when Dr. Snow investigated the epidemic in London associated with the Broad Street Pump, that Cholera was recognised as a water borne disease.

It is interesting to note in passing that " one result of the Cholera epidemic of 1848-49 was the foundation of the Prudential Assurance Company, as the result of some efforts by a Lambeth clergyman to insure his parishioners against the disease."

Thanks to the enterprise of local authorities in providing an ample supply of pure wholesome water, Cholera has gone from these shores. There is a story told of the old lady in Glasgow who refused to co-operate with the Authorities when the water of Loch Katrine was brought to the City. When remonstrated with she replied " I have no use for the gravitation water, it has neither taste nor smell !"

The spread of Cholera to Egypt in 1947—part of the epidemic affecting North Africa—reminds us of the debt we owe to the pioneer Sanitary Authorities and their officials in this country in the nineteenth century.

Port Sanitary Authorities were the first line of defence against the inroads of Cholera, and several of them felt that, as the anti-cholera measures taken by them had for their object the protection of the general population, the burden of the expense involved should be borne nationally.

In the minutes of the Hull and Goole Port Sanitary Authority from 1892 onwards, there are numerous references to this matter including correspondence on the subject with the Port Sanitary Authorities of Grimsby, Southampton, London and the North East Coast ports.

The question of the advantages to be gained by co-operative effort in dealing with Cholera was exercising the minds of the members of the Hull and Goole Port Sanitary Authority early in 1893 when the following resolution was passed :—" That the Port Sanitary Authorities of North East England, including Grimsby, be invited to join this Authority in forming a North East Provincial Port Sanitary Association, to meet at such times and places as may be considered necessary; and that the Medical Officer of Health be requested to take the duties of honorary secretary, pro tem."

A deputation of Members of Parliament met the Chancellor of the Exchequer on 18th June, 1893, but their efforts were unavailing.

The question of Cholera expenses was pressed at the Congress of the British Institute of Public Health in London in 1894 and in Hull on 13th August, 1895, when it was suggested that Representatives of Port Sanitary Authorities and members of Parliament should send a strong representation to the Chancellor of the Exchequer, and that London Port Sanitary Authority be requested to call such a meeting. On 21st September, 1895, the Town Clerk, London, replied that " Owing to the exceptional position occupied by the Corporation of London as a Port Sanitary Authority they regret they do not see their way to take the initiative."

Nothing daunted, the Hull and Goole Port Sanitary Authority sent a letter to thirty-two Port Sanitary Authorities to ask if they were willing to attend a Congress in London.

The result was that on 9th January, 1896, the then Chancellor of the Exchequer, Sir M. Hicks Beach, received a deputation of representatives of the Port Sanitary Authorities of Bristol, Cardiff, Colchester, Folkestone, Hull and Goole, Kings Lynn, London, Lowestoft, Middlesbrough, Newcastle upon Tyne, Newport (Mon.), Portsmouth, Southampton, Swansea and West Hartlepool. The Chancellor stated that the principle which had guided the Treasury on previous occasions in this matter was contained in the following extract from a letter from Mr. Leonard Courtney written when he was Secretary to the Treasury :—" It may be urged that the protection of the Port from infection is in fact a protection of the whole country, which might become infected from that port, and this is no doubt true. But this argument would prevail to throw the cost of all the sanitary regulations everywhere, and whether in the interests of man or beast, or the general tax-payer ; every point of disease is a possible centre from which it might be spread throughout the kingdom, and on the rapid and extensive inter-communication which now exists, this dissemination is a constant danger, but it is not the less universally recognised that the balance of expediency requires that every locality primarily guarded against infection should be primarily responsible for such guard. The precaution against Cholera must be treated like the precaution against Smallpox, or like the precaution against foot and mouth disease among cattle."

Such was the official pronouncement upon the question of grants in aid but the members of the Hull and Goole Port Sanitary Authority, dissatisfied with the attitude of the Treasury, passed the following resolutions on 7th September, 1898 :—

> (1) " That steps be taken to call the attention of the delegates of Port Sanitary Authorities attending the forthcoming Congress of the Sanitary Institute at Birmingham to the necessity for further action with a view to again urging upon the Government the payment of Cholera expenses out of the Imperial Exchequer," and
>
> (2) " That the M.O.H. be requested to forward a copy of the foregoing resolution to the various delegates of Port Sanitary Authorities attending the Congress, and respectfully ask them to meet the delegates of this Authority for a special interview during the holding of the Congress."

The meeting took place on September 28th, 1898 at the Grand Hotel, Birmingham, at which representatives of the Port Sanitary Authorities of the River Tyne, Cardiff, Dover, Yarmouth, Manchester, Newport and Hull and Goole were present and Alderman Evan Fraser of Hull, who presided, impressed upon those who attended the necessity of forming an Association. Out of the 59 Port Sanitary Authorities written to, no less than 28 had replied in favourable terms.

The stage was thus set for the Association of Port Sanitary Authorities and it will I think be opportune to dwell for a few moments on the personality of Alderman Evan Fraser of Hull, who was the first President of the Association. At the time of the Association's formation, Evan Fraser was a General Medical Practitioner practising at 52 Spring Bank, Hull. As a young Scots doctor he had taken the not unusual course of migrating to England. He entered the City Council in 1876, was made an Alderman in 1885, and was Chairman of the Sanitary Committee for 18 years (1885 to 1903) and of the Hull and Goole Port Sanitary Authority.

Civic duties were in those days neither less onerous nor less varied than they are to-day, e.g., on Good Friday, April 16th, 1897, according to the Corporation's Year Book, the following Committees were held, several of which were attended by Alderman Fraser :—Accounts Sub-Committee, Property and Cattle Plague Committee, Meters Committee, Audit Sub-Committee, Finance Committee, Nuisance Sub-Committee, Hospitals Sub-Committee, Unhealthy Dwellings Sub-Committee, Sanitary Committee, Night Soil Carts Sub-Committee.

In the Cholera epidemic in Hull—from 19th May to 20th October, 1893—Alderman Fraser was Chairman of the Cholera Sub-Committee which met daily, including Sundays during the months of September and October.

In spite of a busy general medical practice, our first President found time to devote much energy to public work and was a pioneer in certain philanthropic activities.

He was the founder of the " Baker Street Saturday Evenings for the People," which were an attempt, and a very successful one, to provide a popular counter attraction to the gin palace and the public house. The first meeting was held on January 7th, 1875, and thanks to the initiative and driving force of Dr. Evan Fraser, the movement was immediately successful.

In " Miscellanea," a little book of Poetry and Prose edited by William Andrews, F.R.H.S., published in 1880, and kindly lent to me by J. B. Fay, Esq., the City's Director of Museums, there is an article on " The Baker Street Saturday Evenings for the People " by J. B. Anderson, Esq., in which the following tribute to our first President appears :—

> " Beginning them single handed, under circumstances of discouragement and difficulty, his unbounded enthusiasm and earnestness, like Falstaff's wit, has been infectious, and attracted capable men of all religious and political faiths to join him in his campaign against drunkenness, vice, immorality and ignorance, and in his efforts to raise the standard, not only of popular amusements, but of the general moral tone of the great mass of humanity with which we are surrounded, by providing on the night when the working man has the most leisure, a place of resort, where good music, pure literature and interesting lectures, may be heard."

and again :—

> " Whatever may be the future of these meetings, their past history will be remembered by thousands with feelings of gratitude, respect, and love for the indefatigable, unselfish, self-denying labours of Evan Fraser."

He was also Chairman of " The Hull People's Public House Company," which proved to be the forerunner of Municipal Restaurants and Works Canteens. This company, which had several branches in the City, provided non-alcoholic refreshments at cheap prices and specialised in the provision of early morning breakfasts for workmen.

We thus find our first President to have been a man of wide and varied interest, public spirited, a born hygienist, combining Scottish wisdom and Yorkshire shrewdness with an innate love for his fellow men, surely a worthy choice to be the first of a long line of distinguished men who have occupied the Presidential chair.

These personal qualities are reflected in the photograph which I have been fortunate to obtain and which I beg leave to present to the Association with my compliments.

Let me close this tribute to him by quoting an extract from the minutes of the Sanitary Committee, Hull, of 18th December, 1903 :—

> " That this Council desire, on the retirement of Alderman Fraser from the Chairmanship of the Sanitary Committee, to place on record their high appreciation of the signal public services rendered by him as Chairman of that Committee during a period of 18 years.
>
> The Council recognise the successful efforts of Alderman Fraser to benefit the inhabitants of the City by bringing about improved sanitary conditions and generally safeguarding the public health, and they refer with special pleasure to his self-sacrificing and unwearied labours during the Cholera outbreak of 1893 and also during the Smallpox Epidemic of 1899-1900, when a modern Smallpox Isolation Hospital then erected by the Corporation at Sutton was named " The Evan Fraser Hospital " as a small recognition of his invaluable services."

In my search for material for this brief sketch of our first President I have had the able assistance of W. Matanle, Esq., who recently retired from the office of Chief Clerk after over 50 years service on the clerical staff of the Health Department, who knew Alderman Fraser well, and in whose clear legible handwriting the minutes of the early meetings of our Association were copied.

Amongst those who have been honoured by the Association with the Presidency, I am happy to recall the late Alderman Francis Askew, LL.D., J.P., of Hull, whose services to Port Sanitation were extended to the work of the Association of Port Sanitary Authorities as Honorary Auditor for many years, and also the late Alderman W. E. Copeland, J.P., of Hull, who was President during the war years.

I have already referred to the services rendered by the Association's first Honorary Secretary, the late Dr. John Wright Mason, then Medical Officer of Health of Hull.

The Association's sound foundation laid by him fifty years ago has withstood the stresses and strains of the passing years, and his enthusiasm for the Association and his foresight in planning its future development, have eased the burden borne by his successors in office, among whom we remember with gratitude Dr. McMaster of Dover, Dr. Greenwood Wilson of Cardiff, and our present and efficient Honorary Secretary, Dr. Maurice Williams of Southampton.

It is interesting to record that our learned Legal Adviser, Mr. W. L. Platts, became an enthusiast in the cause of Port Health during his service in the department of the Town Clerk of Hull.

All must agree that our Association, now the Association of Sea and Air Port Health Authorities of the British Isles, has fully justified the ambitions and aspirations of its founders. Its work has gradually extended to all branches of the ever widening activities of Port Health Authorities. Its advice and counsel have been sought on innumerable occasions on a wide variety of subjects by Government Departments and other bodies interested in Port Health matters in the national and international fields, and the future of the Association is full of promise.

I feel sure that when the centenary of the Association is reached, my successor who will then have the privilege of delivering the commemorative address, will be able to report upon another fifty years of devoted service in a great cause.

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